

Patent Claims:

1.-14. CANCELED

15. (Previously Presented) A hydraulic vehicle brake, including a brake housing (1) in which a hydraulic working pressure chamber (7) is delimited by a brake piston (6), wherein the brake piston (6), in the applied condition, can be locked by means of a locking device, locking thereof being allowed by a relative movement of a force-transmitting element (2), wherein an energy accumulator (10) cooperating with the brake piston (6) is provided, which is comprised of a lockable accumulator pressure chamber (9), an accumulator piston (11) delimiting the accumulator pressure chamber (9), and at least one spring element (12) being supported on the accumulator piston (11), wherein the force-transmitting element (2) can be entrained by the accumulator piston (11) in a direction opposite to the direction of application of the brake piston (6) and can be arrested by an electromagnetic or an electromechanical actuator (3, 33) so that a relative movement between the force-transmitting element (2) and the accumulator piston (11) is rendered possible.
16. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein a stepped bore (13) accommodating the force-transmitting element (2) is provided in the accumulator piston (11).
17. (Previously Presented) The hydraulic vehicle brake as claimed in claim 16, wherein the force-transmitting element (2) has an axial collar (4) which is supported at the transition of the different diameters of the stepped bore (13).
18. (Previously Presented) The hydraulic vehicle brake as claimed in claim 17, wherein there is provision of another spring element (22) that moves the collar (4) of the force-transmitting element (2) into abutment at the transition of the different diameters of the stepped bore (13).

19. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein the locking device is a threaded-nut/spindle assembly (14), the threaded nut (15) thereof being rigidly connected to the brake piston (6) or being integrally designed with the brake piston (6), while the spindle (16) includes a first friction surface (17) cooperating, in the locked condition, with a second friction surface (18) that is arranged in a non-rotatable manner at the accumulator piston (11).
20. (Previously Presented) The hydraulic vehicle brake as claimed in claim 19, wherein the force-transmitting element (2) forms a central bearing (21) for the spindle (16).
21. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein the actuator (3) is electromagnetically operated and cooperates with an armature plate (23) being in a force-transmitting connection with the force-transmitting element (2).
22. (Previously Presented) The hydraulic vehicle brake as claimed in claim 21, wherein the coil (25) of the electromagnetic actuator (3) performs the function of a sensor for detecting the position of the armature plate (23).
23. (Withdrawn) The hydraulic vehicle brake as claimed in claim 15, wherein the actuator (33) is electromechanically operated and performs the function of a sensor for detecting the position of the force-transmitting element (2).
24. (Withdrawn) The hydraulic vehicle brake as claimed in claim 23, wherein the force-transmitting element (2) is connected to the accumulator piston (11) by way of a locked thread (35).
25. (Withdrawn) The hydraulic vehicle brake as claimed in claim 23, wherein the electromechanical actuator (33) exercises a relative movement, which is independent of its position, between the accumulator piston (11) and the force-transmitting element (2) by way of a self-locking thread (35) and an adaptive connection (32).

26. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein the hydraulic accumulator pressure chamber (9) can be closed by means of an electrically operable valve (24).
27. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein a pressure buildup is executed both in the working pressure chamber (7) and in the accumulator pressure chamber (9) by means of a hydraulic pump.
28. (Previously Presented) The hydraulic vehicle brake as claimed in claim 15, wherein a pressure is built up both in the working pressure chamber (7) and in the accumulator pressure chamber (9) by means of a pressure generator that can be manually actuated.